

AMENDMENTS TO THE CLAIMS

Please cancel claims 17-47, as set forth in the listing of claims that follows:

1. (Original) In an automotive vehicle having an engine throttle under the control of an electronic control module ("ECM"), the ECM including an ECM input adapted to be connected to the ECM, a method of forcing the throttle to idle comprising the steps of:

providing a vehicle disable system, said system including:

a throttle position sensor;

a throttle position signal line and an alternative signal line, both said lines capable of being connected to said ECM input, said throttle position signal line including a switch means to disconnect said throttle position signal line from said ECM input and connect said alternative signal line to said ECM input when said switch means is activated;

activating said switch means; and

transmitting an idling signal to the ECM on the ECM input to effect the idling of the throttle.

2. (Original) The method of claim 1 further comprising a step of providing an alternative throttle position signal source in communication with said alternative signal line.

3. (Original) The method of claim 1 wherein the step of transmitting includes a step of generating the idling signal.

4. (Original) The method of claim 3 wherein the step of generating an idling signal includes a step of utilizing an idle signal generator to generate the idling signal, said alternative signal line in communication with said idle signal generator.

5. (Original) The method of claim 1 wherein the step of activating includes a step of utilizing a control unit to transmit an activation signal to said switch means to activate said switch means.

6. (Original) In an automotive vehicle having an engine throttle under the control of an electronic control module (ECM), a vehicle disable system comprising:

a throttle position sensor having a driver input mechanism, said driver input mechanism indicating a state of the throttle varying between idle operation and non-idle operation, and generating a throttle position signal related to the state of said driver input mechanism;

an ECM input adapted to be connected to the ECM, said throttle position sensor providing said throttle position signal to the ECM on said ECM input; and

an override input that enables an idling signal to be transmitted to the ECM on said ECM input in lieu of said throttle position signal.

7. (Original) The vehicle disable system of claim 6 further comprising an idle validation switch coupled to the ECM and in communication with said driver input mechanism, said idle validation switch generating an idle validation signal related to the state of said driver input mechanism.

8. (Original) The vehicle disable system of claim 6 wherein said throttle position sensor includes a resistor and a wiper arm in contact with said resistor.

9. (Original) The vehicle disable system of claim 8 further comprising a throttle position signal line connected to said wiper arm and capable of connecting to said ECM input, and an alternative signal line also capable of connecting to said ECM input, said throttle position signal line including a first switch means to disconnect said throttle position signal line from said ECM input and to connect said alternative throttle position signal line to said ECM input when said first switch means is activated.

10. (Original) The vehicle disable system of claim 9 further comprising a voltage output adapted to be connected to the ECM, a voltage supply line connected to said resistor and capable of connecting to the voltage output, and an alternative voltage supply line also capable of connecting to the voltage output, said voltage supply line including second switch means to disconnect said voltage supply line from said voltage output and to connect said alternative voltage supply line to said voltage output when said override input is activated.

11. (Original) The vehicle disable system of claim 10 wherein said override input is in electronic communication with said first and second switch means.

12. (Original) The vehicle disable system of claim 11 further comprising a controller, said controller providing an activation signal to said first and second switch means on said override input, said activation signal activating said first and second switch means.

13. (Original) The vehicle disable system of claim 10 further comprising an alternative resistor, said alternative voltage supply line in contact with said alternative resistor.

14. (Original) The vehicle disable system of claim 10 wherein at least one of said first and second switch means includes discrete analog circuitry.

15. (Original) The vehicle disable system of claim 10 wherein at least one of said first and second switch means includes digital circuitry.

16. (Original) The vehicle disable system of claim 10 wherein at least one of said first and second switch means includes a relay.

17-47. (Canceled)